

MARCH/APRIL 2014

The Helen Delich Bentley Port of Baltimore



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COURTESY OF CARNIVAL CRUISE LINES

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COVER: Students were on hand with government officials and representatives of various agencies in September 2013 as the announcement was made that Masonville Cove had been designated an Urban Wildlife Refuge Partnership. Photography by Bill McAllen.



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Since taking office, the O'Malley-Brown Administration has taken full advantage of transportation investments to better connect our communities, create jobs and spur economic opportunity for Maryland families. Beyond these benefits, we've also strategically targeted transportation investments to preserve our environment through projects that support sustainable land use, protect our waterways and reduce greenhouse gas emissions.

As a key agency within the Maryland Department of Transportation, the Maryland Port Administration (MPA) has played a major role in our environmental protection and restoration efforts. Under the Port of Baltimore's Clean Diesel Program, 80 dray trucks, which are used to move shipping containers, have been replaced with cleaner, more efficient models. To further improve air quality, the MPA has aggressively replaced or retrofitted other pieces of equipment used regularly in Port operations, including tugs, locomotives and general cargo-handling machinery.

To protect our most precious natural resource, the Chesapeake Bay, the MPA is installing filters at its public marine terminals to prevent trash and debris from entering our waterways. Floating wetlands also have been installed around the Port to raise the oxygen content in the waters.

In addition to these environmental initiatives at the marine terminals, the MPA's nationally recognized Dredged Material Management Program has made the Port of Baltimore the largest creator of wetlands in Maryland. After decades of erosion, Poplar Island in the Chesapeake Bay and Hart-Miller Island in Baltimore

County have both been rebuilt to their original size through the use of dredged material. Today, both islands provide habitat to many waterfowl species, diamondback terrapins and other wildlife. Masonville Cove, the newest dredged material facility located on the Patapsco River in Baltimore City, features sustainable landscaping, a nature area and an environmental education center to ensure our children understand the importance of protecting our precious natural resources.

Our private-sector partners at the Port of Baltimore also recognize the importance of doing their part to protect the environment. We were very pleased to welcome the return of Carnival Cruise Lines to the Port following federal approval of Carnival's plan to reduce ship emissions through the installation of exhaust gas-cleaning technology, known as scrubbers. The cruise line's decision to return with a more environmentally friendly Carnival Pride ship ensures the 500 family-supporting jobs generated by cruise activity stay in Maryland.

Please take a few minutes to read this special green issue to learn about our efforts to create jobs and grow business at the Port of Baltimore, while being ever mindful of our responsibility to protect and preserve our environment.



Martin O'Malley, Governor

EXECUTIVE VIEW

Environmental Approach has Long-term Benefits

Reducing our carbon footprint. Environmental awareness. Greening the marine terminals. These are all common terms that have become part of our everyday life on the marine terminals. Today they must be staples of any seaport, just as much as the cargo that crosses the docks, and the thousands of good-paying, blue-collar jobs that are generated.

In this annual special green issue of Port of Baltimore magazine, we're taking a closer look at what the Maryland Port Administration (MPA) is doing to positively impact our environment. Our two-pronged approach, through our Environmental Management System and Dredged Material Management Program, are helping to create some significant sustainable advances that will benefit this Port for decades to come.

But the efforts to further green our Port don't end with the MPA. With their unrelenting efforts in seeking federal dollars for dredging, our congressional team is a major reason for the success of that award-winning, nationally renowned program.

Key partnerships with the Baltimore Port Alliance, Maryland Department of the Environment, Maryland Environmental Service, individual marine terminal operators, other Port businesses, as well as our industry and regulatory partners have also all contributed greatly.

The seaports that will thrive in the 21st century will be those that are capable of meeting their challenges with new strategies that are both commercially and environmentally viable. I can confidently say that our great Port of Baltimore is well on its way to making that happen.



James J. White, Executive Director
Maryland Port Administration

SOUNDINGS

The happenings in and around the Port > > > > > > > >

EVENTS

Legislative Reception Spotlights Private Investment in Port

The Baltimore Port Alliance welcomed nearly 100 state delegates and senators to a convivial legislative reception at a historic inn across the street from the Maryland State House in January.

Senate President **Thomas V. "Mike" Miller, Jr.** expressed his gratitude to members of the Port of Baltimore community "for all you do" to drive the economy of the state.

The theme of this year's reception was private investment in the Port. Companies showcased their infrastructure and equipment improvements. Rukert Terminals President **John Coulter** explained to lawmakers how his company has used state-of-the-art technology to streamline the delivery of salt to the state's salt domes, which was especially timely since the reception took place just after a major winter storm. Rukert Terminals supplies all of Maryland, Southern Pennsylvania and Northern Virginia with road salt, working

24/7 during peak season, filling dump trucks from the massive salt piles near I-95.

Paul Kelly, the President of the BPA, asked lawmakers to make dredging a priority this session, a message that was not lost on Delegate **Doyle L. Niemann**. Niemann, a member of the Environmental Affairs committee, spent six years on the Appropriations committee and said that the legislature is committed to "keeping Baltimore a vibrant and competent thriving port." 🌐



Along with speechmaking, the reception offered many chances to mingle. Clockwise from above left: Sen. Edward Reilly with the BPA's Paul Kelly; Del. Brian McHale, Andy Nixon of Rukert Terminals and Del. Luke Clippinger; Del. Tawanna Gaines with Mark Montgomery of Ports America Chesapeake; Capt. Mike Reagoso of McAllister Towing, Del. Anne Healey and Peter White of the Association of Maryland Pilots; and Senate President Thomas V. "Mike" Miller, Jr. with Michael Angelos of the Steamship Trade Association.



PHOTOGRAPHY BY KATHY BERGREN SMITH



PHOTOGRAPHY BY BILL MCALLEN

CARGO HANDLING

New Mobile Crane has Ability to LIFT MORE, REACH FARTHER

The Port of Baltimore recently added a new feature to the Dundalk Marine Terminal, as a **Grove GMK7550** all-terrain mobile hydraulic crane began its tenure in January.

The Grove crane has the ability to handle heavy loads and reach farther than Dundalk's other mobile crane, "Big Red," a Manitowoc M250T. The new crane was purchased "to enhance the Port of Baltimore's overall onsite heavy-lifting capabilities and, when necessary, give 'Big Red' a much needed respite," said **Steve Thomas**, Maryland Port Administration (MPA), General Manager, Cranes.

The Grove crane extends farther "in a fraction of the time and effort it would take to move and set up a standard 'stick' crane such as 'Big Red,'" according to Thomas. It can also be moved faster around Dundalk and possibly other Port terminals. "It has the ability to 'self erect' without the assistance of another crane and reach highway speeds of up to 53 MPH," said Thomas.

The Grove crane has a practical capacity of 400,000 pounds and, when fully extended, has a reach of almost 200 feet. Since its first use, the crane's heaviest lift has been 280,000 pounds. 🌐

EVENTS

National Maritime Day onboard the *Savannah*

The sixth annual **National Maritime Day** celebration, scheduled for May 18, will take place at Pier 13 (4601 Newgate Avenue).

The free event will run from 10 a.m. to 3 p.m. (rain or shine) and feature several visiting ships and local working boats, as well as a display of LEGO® model ships, educational organizations offering specialized training and maritime heritage activities.

National Maritime Day Commemoration ceremonies onboard the *NS Savannah* begin at 11 a.m.

Ships and boats are not handicap accessible: closed-toe shoes are

required for boarding all vessels. Local food trucks will be available. Parking is free on Newkirk Street, Newgate Avenue and Pier 12 (the pier next to the *NS Savannah*) and an MTA shuttle bus will make a stop at the corner of Boston Street and Clinton Street.

Maritime expo co-sponsors include the Association of Maryland Pilots, Baltimore Port Alliance, Baltimore Maritime Exchange, Maryland Port Administration and Vane Brothers, with special thanks to the crew of the *NS Savannah*.

Go to www.portfestbaltimore.com for more information. 🌐

EVENTS

Greater Baltimore Economic Forum Welcomes Ports America Chesapeake CEO

Mark B. Montgomery, President and CEO of Ports America Chesapeake, was invited to speak at the Greater Baltimore Economic Forum over breakfast at the Baltimore Country Club.

Montgomery has two decades of experience in the maritime industry and is a member of the Board of Directors for the Steamship Trade Association of Baltimore, among other professional affiliations. He is also active in the community. 🌐



Clockwise from top: a VIP gathering; MPA Executive Director James J. White, Transportation Secretary James T. Smith, Jr. and Deputy Secretary Leif Dormsjo (MDOT Planning and Project Management); retired ILA representative Horace T. Alston; and Craig Blinke of SunTrust Bank with Pat Frank of JDF International.



PHOTOGRAPHY BY BILL MCALLEN

EVENTS

Traffic Club Honors ILA Leader 'In Memoriam'

Though the Traffic Club of Baltimore's Annual Dinner is always a celebration of the many successful professional relationships fostered throughout the transportation industry, this year's event also had a touch of somberness. As an "in memoriam" tribute, the Traffic Club's 101st Annual Dinner held March 6 recognized the late **Richard P. Hughes, Jr.** (at right) as its "Transportation Person of the Year."

A slide show of the former International Longshoremen's Association (ILA) President flashed up on large screens as the dinner got under way, and Hughes, who died in September at the age of 79, was remembered throughout the crowd for his dedication and straightforward approach to each task at hand.



COURTESY OF MPA

"He had the respect of everybody, and when he made decisions, you knew they were the right decisions," said **Charles "Steamboat" Markowski**, Hughes's cousin and ILA Local 953 President.

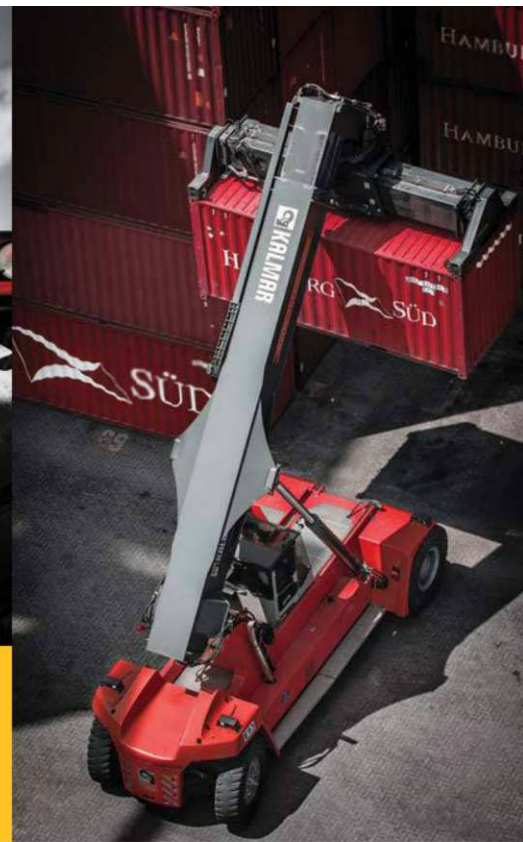
"Richie fought very hard for the Port of Baltimore," noted maritime consultant and former U.S. Rep. **Helen Delich Bentley**. "He wanted it to be up there with the top ports."

Markowski added, "The Port of Baltimore was the love of his life; family first, and then the Port."

JDF International's **Pat Frank**, who is 1st Vice President of the Traffic Club, said Hughes definitely deserved to be honored by the Traffic Club. "As a freight forwarder, I didn't have direct interaction with him, but I was always cognizant of the role labor plays in the business of the Port and his contributions to the transportation community."

The Annual Dinner is a major fundraiser for the Traffic Club of Baltimore, with proceeds going to various charities and a scholarship fund.

"The Club draws people from many diverse industries," said 2nd Vice President **Craig Blinke**, who works with SunTrust Bank. "It's a great way to bring the right folks in the industry together in the right place." 🌐



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NEWSMAKERS

Law Enforcement Officer of the Year Works With Port Detachment

Officer Paul Pastorek of the Maryland Transportation Authority (MdTA) Police, Port of Baltimore Detachment, has been named the MdTA Police Officer of the Year for 2013. A three-year member of the force, Pastorek received the award for his exceptional work and service while assigned to the MdTA Police detachment at the Port of Baltimore.

"Members of the MdTA Police play a key role in protecting some of Maryland's most vital transportation facilities," said Lt. Governor **Anthony Brown** during a ceremony in early March at the MdTA Police Headquarters. "From the Port of Baltimore and BWI Marshall Airport to our bridges, tunnels and highways, these outstanding men and women are vital to our efforts to build a stronger economy by keeping people and commerce moving safely and efficiently in Maryland."

Pastorek was described as a well-rounded officer and a leader in criminal and traffic enforcement.

In 2013, MdTA Police officers made more than 400 criminal arrests, issued nearly 170,000 traffic citations and warnings, and inspected more than 25,000 commercial vehicles.



From left, MdTA Executive Secretary Bruce Gartner, Maryland Transportation Deputy Secretary Wilson Parran, Officer Paul Pastorek and MdTA Police Chief Colonel Michael Kundrat.

"Last year, the men and women of the MdTA Police continued to excel as a police force in carrying out its mission," said MdTA Police Chief Col. **Michael T. Kundrat**. "I am proud of Officer Pastorek and each of the recipients who were honored and recognized for their efforts."

More than 80 officers and civilians received Awards of Excellence, Lifesaving Awards, Chief's Commendations and Distinguished Service Awards, among others. Award recipients were nominated by citizens or fellow employees. 🌐



Photo: Kathy Smith

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NEWSMAKERS

Four-Million-Mile Man Named Driver of the Year

In 40 years as a professional truck driver, Hahn Transportation's **Bob Weller** has traveled more than four million miles without an accident. That's the equivalent of circling the earth 160 times or making eight trips to the moon and back!

Weller was named Maryland's 2013 Driver of the Year by the 900-member Maryland Motor Truck Association (MMTA) and Maryland State Police at a banquet held in January.

"Got here one mile and one load at a time," Weller said. "I didn't get here by myself. This is a great honor and feeling."

Along with his impressive driving record, Weller works with the State Police to train officers on cargo tank inspections; regularly speaks to the motoring public about safe driving around trucks; and is a four-time Maryland Driver of the Month honoree.

Every year, the MMTA honors 12 professional drivers whose safe driving records and professional conduct earned them recognition as Maryland Drivers of the Month. Employers statewide nominate their drivers for this recognition, with the Maryland State Police selecting the Driver of the Year.

The combined safe-driving records of the Drivers of the Month for 2013 equal 310 years and more than 21 million miles.

Barbara Windsor, Hahn's President & CEO, stated to Weller at the banquet, "Since joining Hahn Transportation in 1974 as a professional driver, your focus as always been safety on our highways. Thank you for representing our industry."

Since 1935, the MMTA has served the needs of every segment of the trucking industry through a wide range of informational, educational, regulatory and legislative initiatives. 🌐



From left: Bill Dofflemeyer, Commander, Maryland State Police Commercial Vehicle Enforcement Division; MMTA Driver of the Year Bob Weller of Hahn Transportation; and Neil Middleton, CEO/Owner of Middleton & Meads Co.

PHOTOGRAPH BY DAVID SINCLAIR



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EVENTS

Bull and Oyster Roast a Fun-Filled Night

Calling it a "very successful and fun-filled night," the **Baltimore Port Alliance (BPA)** Executive Steering Committee thanked the Port of Baltimore community for its support of the 13th annual **BPA Bull and Oyster Roast**, held in January at the Baltimore Museum of Industry. Funds raised at the event help with other BPA efforts, such as the Legislative Reception that was also held in January.

Sponsors of the 2014 BPA Bull and Oyster Roast included: AMPORTS; Association of Maryland Pilots; Bahri General Cargo; BalTerm, LLC; Baltimore Maritime Exchange; BATA Marine, Inc.; CSX Transportation - Chesapeake Bay Piers; EcoLogix Group, Inc.; Environmental Recovery Corporation; Helen Bentley & Associates; ILA Local 953; Maryland Line Handling Co., LLC; Maryland Port Administration; McAllister Towing of Baltimore; Moran Towing of Maryland; PNC Bank; Ports America Chesapeake; Propeller Club of Baltimore; Rukert Terminals Corporation; Securitas Security Services USA, Inc.; Steamship Trade Association of Baltimore, Inc.; SunTrust Bank; T. Parker Host, Inc.; Wallenius Wilhelmsen Logistics; and Whitney, Bailey, Cox & Magnani. 🌐



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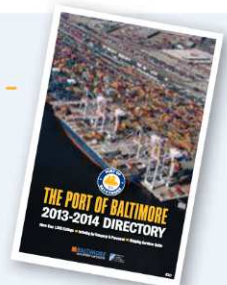


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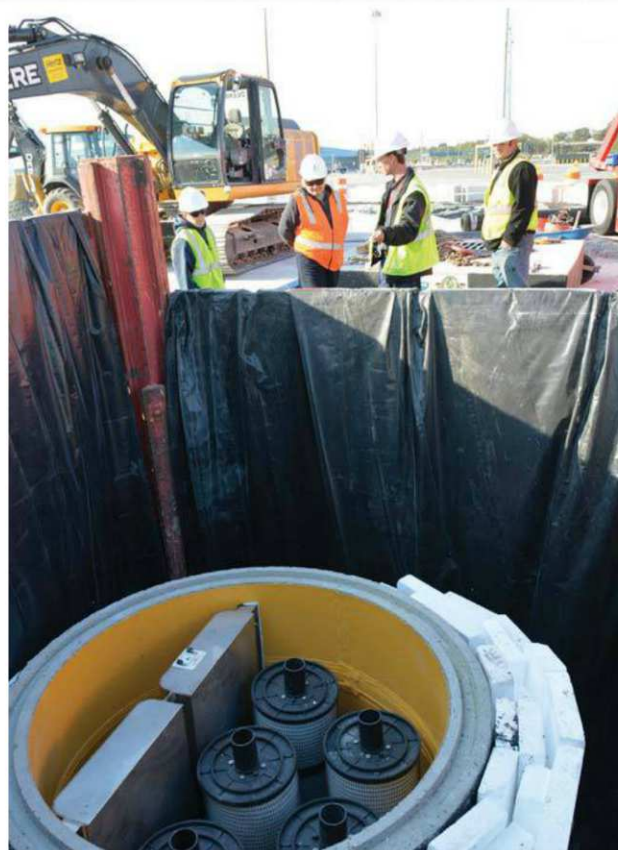
MPA Installs Cutting-Edge Filtration Devices at Dundalk Marine Terminal

The Maryland Port Administration (MPA) installed its first underground stormwater filtration device last year as part of its efforts to improve water quality and protect local waterways.

A Perk Filter™ was installed in a storm drain inlet at the Dundalk Marine Terminal as a stormwater retrofit in October 2013. The filter is designed to treat impervious surfaces, by which a variety of contaminants can enter stormwater and eventually reach downstream waterways.

The Perk Filter™ is a filtration device that treats stormwater by removing 80 percent of total suspended solids and 40 percent of total phosphorus. This innovative technology is also approved to retain oil, metals and trash from discharged stormwater.

The MPA will inspect and maintain the structure annually with cleaning and replacing the filters. The MPA is also continuing to look at other locations at the port to retrofit with filtration technologies to help improve the Baltimore Harbor water quality. 🌐



BILL MCALLEN

Forces Come Together to Clean Up Rock Creek



The Baltimore Port Alliance (BPA) partnered with the Anne Arundel County-based Restore Rock Creek watershed organization and local community associations for a stream cleanup event in early April along the shores of Rock Creek in Pasadena. Volunteers removed trash and debris which might otherwise have found its way into the Patapsco River and the Chesapeake Bay.

This marked the sixth year in a row that the BPA has partnered with a local

organization for a community-based cleanup effort.

"The Baltimore Port Alliance works hard at communicating the contribution the Port of Baltimore provides for the regional economy," said Capt. Mike Reagoso, BPA Environmental Committee Chair. "Our members are engaged on multiple levels at reducing the impact of Port-related operations to nearby communities."

The cleanup was also a joint effort with the Alliance for the Chesapeake Bay-Project Clean Stream. 🌐



EPA Focuses on Ports Becoming More Sustainable

With a theme of "Advancing More Sustainable Ports," the U.S. Environmental Protection Agency (EPA) hosted a summit in April to discuss challenges faced by the nation's ports and neighboring communities.

This inaugural summit, which took place in Baltimore, brought together professionals from the public and private sector and had a mix of workshops, panels and presentations about port-related practices, incentives and technologies.

Capt. Mike Reagoso, Vice President of McAllister Towing of Baltimore and Chair of the Baltimore Port Alliance (BPA) environmental committee, said the city was a fitting venue for the event because the Port of Baltimore has a strong culture of leadership on port issues such as dredging, homeland security, marine terminal development, safety, diesel emission reductions and compliance assistance training. He credits much of Baltimore's success to partnerships with the U.S. Army Corps of Engineers, U.S. Customs & Border Protection, U.S. Coast Guard, EPA and a number of other agencies.

"Like all ports, Baltimore is unique — we have our own challenges, opportunities and successes," Reagoso said. "We do well in the way we engage our community and environmental stakeholders. The port and its community neighbors are poised for growth in cargo, and we have been preparing to manage the impacts of that growth."

The BPA, which was represented by several members at the summit, is optimistic that the EPA's emerging Port Initiative will effectively balance economic, environmental and

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community interests. As the initiative takes shape, the BPA hopes the EPA will work to:

- **engage** other federal agencies to better understand the needs of the U.S. Seaport industry and the communities it serves;
- **expand** community resources to help manage growth;
- **recognize** other major environmental and infrastructure challenges, especially water quality, dredging and the beneficial use of dredge material; and
- **promote** the principles found in successful models of stakeholder engagement — such as the project's Masonville project model.

Reagoso said that not all solutions fit all ports when it comes to environmental initiatives. However, when legislation is introduced, "we try to work towards national or international solutions where there is a level playing field for all involved," he noted.

Reagoso added, "Our diversity of cargos and marine operations, our location on a sensitive estuary, and the excellent relationships between community, environmental and port constituencies make the Port of Baltimore an excellent location for continued federal investment." 🌐

What's YOUR STORY

If you have environmentally oriented information to share with the Port of Baltimore community, please contact Senior Editor Blaise Willig at blaise.willig@todaymediacustom.com



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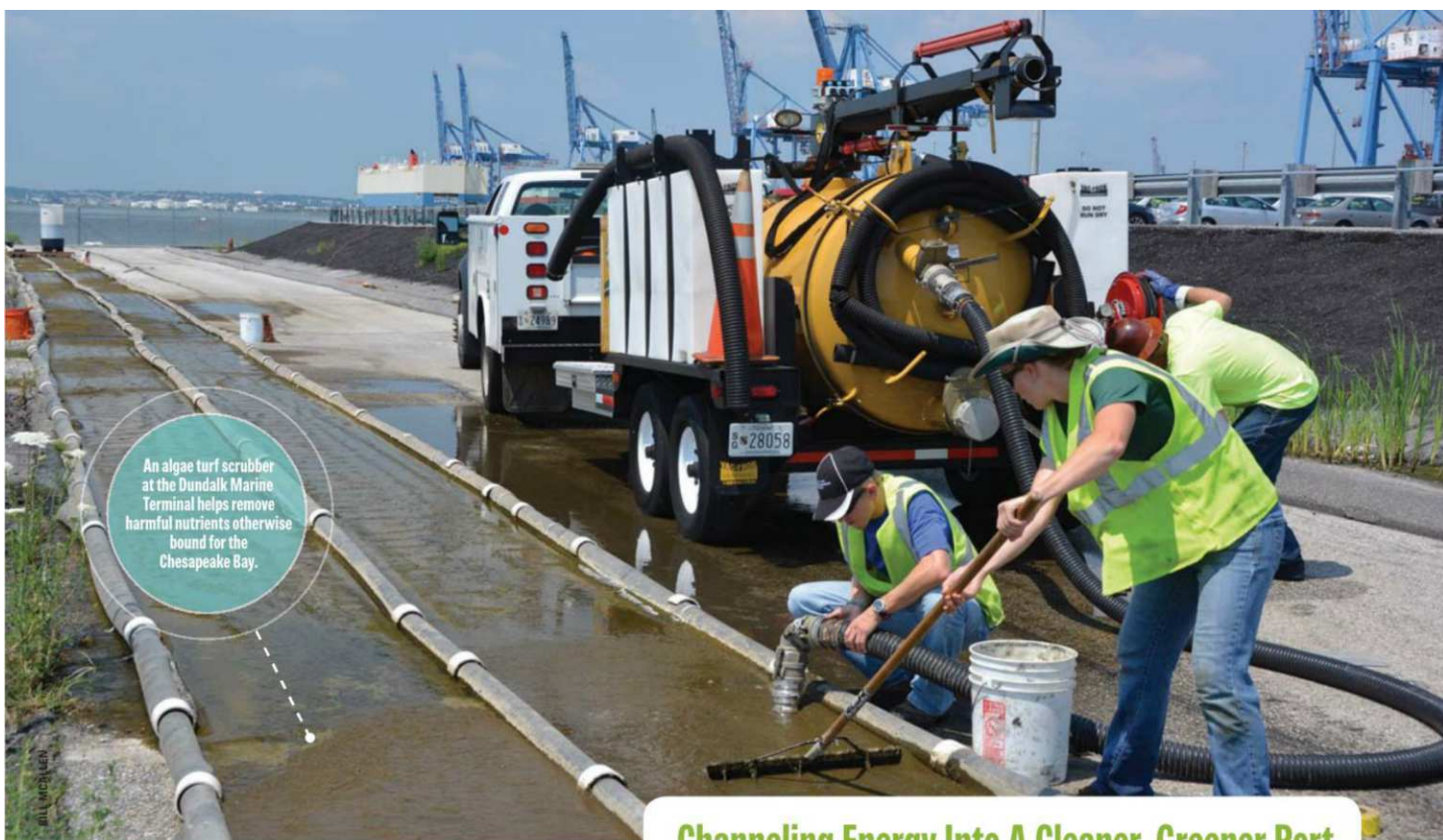


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An algae turf scrubber at the Dundalk Marine Terminal helps remove harmful nutrients otherwise bound for the Chesapeake Bay.

Channeling Energy Into A Cleaner, Greener Port

ENVIRONMENTAL SUMMARY

BY TODD KARPOVICH

From a Water Quality Management Plan to solar-powered trash cans, the Port of Baltimore has many assets at its disposal while working toward greater sustainability.

The past year was a busy one for introducing new environmental efforts while also measuring the success of ongoing initiatives. Positive strides are clearly being made with air emission reduction improvements on cargo-handling equipment, and efforts to replace old dray trucks with newer, cleaner-running models are paying off. In addition, the Maryland Port Administration (MPA) is working

aggressively with state and local partners toward further reducing the amount of pollutants entering the Chesapeake Bay as a result of stormwater runoff.

The MPA is likewise taking a hard look at environmentally friendly uses for dredged material. At the same time, areas such as the Masonville Cove Nature Area, which was established on a site owned by the MPA, has earned national recognition as an Urban Wildlife Refuge Partnership.

During the course of 2013 and into 2014, maximum energy has definitely been channeled into creating a cleaner, greener Port of Baltimore. →



The Masonville Cove Environmental Education Center offers learning opportunities on a revitalized piece of Port property.

Clearing the Air

Significant Emission Reduction Seen for Cargo-Handling Equipment

There's more work to be done, but the results are in, and the numbers look good.

The Maryland Port Administration (MPA) and its tenants were interested in seeing if the air emission reduction improvements on cargo-handling equipment (CHE) implemented over the past several years were successful. Comparing the 2006 CHE inventory to the most recent inventory (2012) has confirmed that positive strides have been made.

Barbara McMahon, MPA Manager, Safety, Environment & Risk Management, was pleased with the results, but stressed that the work to improve air quality will continue. She emphasized that the CHE's emission inventory helps identify the pieces of equipment that can be targeted for retrofits, repowers or replacement.

The CHE emissions inventory report was generated for carbon monoxide (CO), carbon dioxide (CO₂), nitrous oxide (N₂O), sulfur dioxide (SO₂), particulate matter between 2.5 and 10 micrometers in size (PM10) and fine particulate matter up to 2.5 micrometers in size (PM2.5).

The report found significant decreases in total tons of emissions (greater than 32 percent) and in the rate of emissions in tons per hour (greater than 26 percent) for each pollutant. The decreases reflect the impact of air emission reduction programs initiated by the MPA and its four tenants.

The average decrease in total emissions across all pollutants was 56 percent.

The most significant reduction was for SO₂, which is directly related to switching from low-sulfur diesel (LSD) to ultra-low sulfur diesel (ULSD). The next largest reductions were in volatile organic compounds (VOCs) and PM (both PM10 and PM2.5), at 54 percent and 53 percent, respectively. Reductions in PM are also a result of the switch from LSD to ULSD. However, many cargo-handling equipment units were retrofitted with diesel oxidation catalysts (DOCs), which further reduced overall PM emissions.

A significant factor contributing to the overall decrease in total emissions is the modernization of the 2012 fleet, which had an average model year of 2002 versus an average model year of 1997 for the 2006 fleet.

The MPA and its tenants are actively pursuing opportunities to test and install new technologies and continue upgrading its CHE, with an end result of improving air quality for the Baltimore region. →

Tier 4 (i) Hyster top loaders at Seagirt Marine Terminal help reduce emissions. Learn more in the "Top-Notch Efforts" article on page 30.



56

Average percentage decrease in total emissions from all pollutants at the Port.

TRASH TALK

As part of a pilot program, the Maryland Port Administration (MPA) recently purchased three solar-powered trash receptacles and placed them around the Port of Baltimore. The BigBelly Solar receptacles compact the trash going into them, thus reducing the amount of waste heading to landfills and requiring less manpower to empty the receptacles.

Look for the BigBelly Solar receptacles in heavy foot-traffic areas at Dundalk Marine Terminal Berth 11 and at Block House 12 and 13.

The pilot program is part of the MPA's Clean Port initiative, which focuses on litter prevention and street sweeping at the Port.



Power Over Pollution

Efforts Made to Keep Dray Truck Program Running

An effort to replace old dray trucks has been successful in reducing emissions at the Port of Baltimore, and as a result, the Maryland Port Administration (MPA) is seeking additional funding to keep the program running.

Many dray trucks – which are large, diesel trucks that haul freight from Port facilities to local distribution points – are older vehicles with high emission rates. But, with the assistance of the Mid-Atlantic Dray Truck Replacement Program, 80 newer, cleaner-running dray trucks have been purchased by independent owner-operators, and at least two more trucks will be added by the end of 2014.

Last year, the MPA encouraged companies at the Port to apply for incentives to purchase new trucks under a program underwritten by federal and state funds. The MPA and Maryland Department of Transportation (MDOT) provided financial support to enhance the Dray Truck Replacement Program, which was developed by a grant from the U.S. Environmental Protection Agency (EPA). The program is administered by the Mid-Atlantic Regional Air Management Association (MARAMA) and the University of Maryland Environmental Finance Center.

"The participation of the Maryland Port Administration really enhanced the Regional Dray Truck Replacement Program," said Susan Wierman, Executive Director of MARAMA. "Port leaders were there from the beginning, helping to design the program. They set aside state funds to leverage additional grant funds for trucks serving the Port of Baltimore. They also provided crucial assistance in getting the word out about the program and confirming Port service by applicants."

Replacing 80 dray trucks serving the Port reduced emissions of pollutants that form ozone smog. Nitrogen oxides (NOX) were reduced by about 90 tons per year, and hydrocarbons (HC) by between 3 and 4 tons per year. Over the estimated lifetime of the trucks replaced, this means more than 1,000 tons of NOX and nearly 44 tons of HC.

The program also reduced diesel particulate matter emissions. MARAMA estimates that reduction is about 4 tons per year, amounting to about 47 tons of fine particles over the lifetime of

the trucks replaced. These emissions reductions will help people breathe more easily wherever these trucks are used.

"The successes achieved by this program in cleaning up the air not only at the Port but along the routes traveled by dray trucks throughout the region are a shining example of how public-private partnerships can make a real difference in improving the environment and the health of our communities," said Joanne M. Throwe, Director, University of Maryland Environmental Finance Center.

On average, the trucks replaced had 1996 engines, while the average new truck was model year 2009. Replacement trucks ranged in price from about \$40,000 to about \$70,000, so even with a \$20,000 down-payment provided through the program, the replacements represented a substantial commitment on the part of the truck owners. Owners' loan commitments totaled more than \$2.5 million.

Last year, the MPA encouraged companies at the Port to apply for incentives to purchase new trucks under a program underwritten by federal and state funds.

Companies applying for funds through the dray truck replacement program are prioritized by specific criteria, including the age of the truck and the number of trips it takes to and from the Port of Baltimore. Any vehicles being replaced must be scrapped so that they do not remain in service and create pollution.

The MPA's ultimate goal is to reduce emissions, particularly from diesel engines operating at the Port, and promote cleaner air. Initiatives such as the dray truck replacement program underscore how the public and private sectors work together to help achieve these goals.

As MARAMA's Wierman noted, "This program depended on the collaborative efforts of many people, and MARAMA is very grateful for the important part played by the Maryland Port Administration." →



Minimum number of updated
dray trucks operating at the Port
of Baltimore by the end of the
year to help reduce emissions

82

Farruggio's
Express, Inc. has
utilized the Mid-Atlantic
Dray Truck Replacement
Program to bring in cleaner,
greener vehicles.



COURTESY OF FARRUGGIO'S EXPRESS

Doing Right by the Bay

Water Quality Management Plan Addresses Stormwater Runoff Into the Chesapeake

As part of its stewardship of the Chesapeake Bay — the largest estuary in the United States — the Maryland Port Administration (MPA) developed and is implementing its Water Quality Management Plan (WQMP) with an eye toward further reducing the impact of stormwater runoff from its facilities.

Under the WQMP, the MPA is working with state and local partners to meet federally mandated goals for water quality, known as Total Maximum Daily Loads (TMDLs). The U.S. Environmental Protection Agency (EPA) sets specific limits for pollutants that enter the bay and the rivers that feed it. The requirement to reduce the nutrient TMDLs (nitrogen, phosphorus and total suspended sediments) was established following a 2009 Executive Order signed by President Barack Obama to protect and restore the health of the Chesapeake Bay.

"We recognize the importance of a clean and healthy Chesapeake Bay, and the MPA will continue to develop initiatives necessary to improve the water quality," said Barbara McMahon, MPA Manager, Safety, Environment & Risk Management.

The WQMP has many components that were useful in determining the strategy necessary for reducing TMDLs. They include:

- **Inventory** of existing stormwater controls, delineation of drainage areas, and calculations of both impervious and pervious treated and untreated areas.
- **Modeling** of existing nutrient and sediment loads and an estimate of pollutant reductions from existing and future stormwater treatment controls.
- **Analysis** of stormwater retrofits and non-structural measures for stormwater treatment and their effectiveness, so that a five-year implementation plan could be developed.

Under permit conditions set by the Maryland Department of the Environment — specifically the MPA's Municipal Separate Storm Sewer System (MS4) Permit — the MPA is looking at a requirement to treat 20 percent of its impervious surfaces. Although the MPA had

(Continued on pg. 28)

Masonville Cove: The Nation's First Urban Wildlife Refuge Partnership

“

It is not every day you can improve the environment, provide a great resource for entertainment and education for the community and make key investments to spur more business for the Port of Baltimore. But that is exactly what Masonville does.”

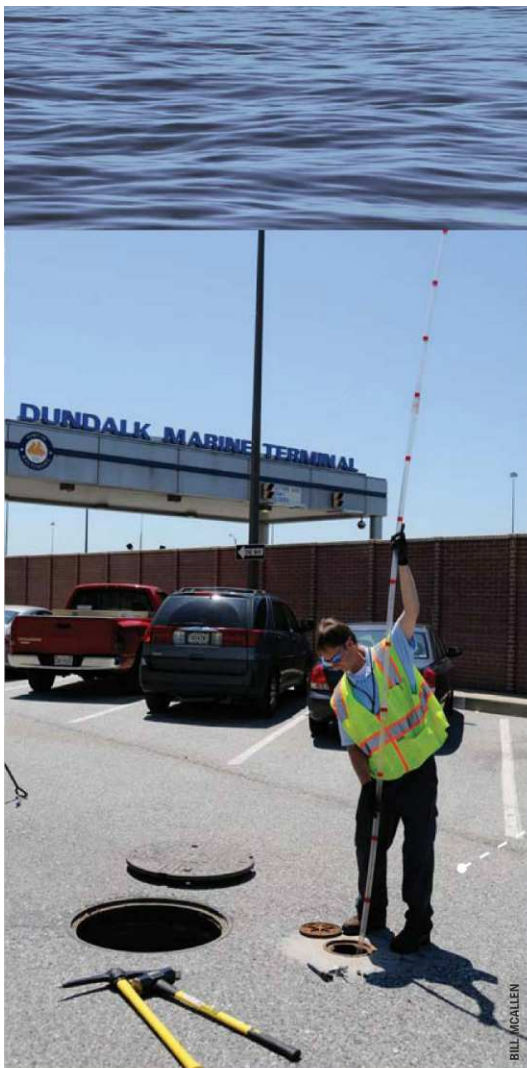
~ Maryland Transportation Secretary James T. Smith, Jr.

Masonville Cove, which has been successfully transformed from a Dredged Material Containment Facility into a nature-recreation and environmental-education destination, has been officially designated by the U.S. Fish and Wildlife Service as the nation's first Urban Wildlife Refuge Partnership. "Most Americans have grown up

without a real connection to the outdoors and wildlife, and the Urban Wildlife Refuge Initiative gives us a chance to change that," said Dan Ashe, Director, U.S. Fish and Wildlife Service.

Situated alongside the Patapsco River, the Masonville Cove Nature Area was opened in 2012

PHOTOGRAPHY BY BILL MCALLEN



The Port environment has benefitted from pollution-reduction practices that incorporate cleaning and surveying efforts.

on a restored site owned by the Maryland Port Administration (MPA). The nature area offers opportunities within the city limits for fishing, bird watching and other recreation activities. Also, an energy-efficient, "green" environmental education center opened at Masonville Cove in 2009.

The U.S. Fish and Wildlife Service, National Fish and Wildlife Foundation and Chesapeake Bay Trust have dedicated a total of \$55,000 in support of the Masonville Cove partnership.

Maryland Transportation Secretary James T. Smith, Jr., who spoke

at the Urban Wildlife Refuge Partnership dedication in late September 2013, said that the Masonville Cove project "represents the best of what can happen when private industry, government, non-profit organizations and local communities work together for a common goal."

U.S. Rep. John Sarbanes added that its designation as the nation's first Urban Wildlife Refuge Partnership has transformed Masonville Cove from "one of Baltimore's great success stories" into "an American success story." ■



10 THINGS to Know About the Chesapeake Bay

- 1]** *Chesepiooc* is an Algonquian (Native American) word referring to a village "at a big river." The word's actual meaning is unclear, though one guess is that it translates as "great water"
- 2]** The bay is an estuary (a body of water where fresh and salt water mix) surrounded by the states of Maryland and Virginia; it is the largest of more than 100 estuaries in the nation
- 3]** More than 150 rivers, creeks and streams flow into the bay's 64,299-square-mile drainage basin, which includes parts of six states
- 4]** The bay is approximately 200 miles long from its northern headwaters in the Susquehanna River to its outlet in the Atlantic Ocean
- 5]** Total shoreline, including tributaries, is 11,684 miles (more than the entire U.S. West Coast), representing a surface area of approximately 4,480 square miles
- 6]** The bay holds more than 18 trillion gallons of water
- 7]** More than 2,700 species of plants and animals are supported by the bay, including 348 species of finfish
- 8]** More than 17.5 million people live in the Chesapeake Bay watershed area
- 9]** The bay forms a link in the Intracoastal Waterway, connecting the Chesapeake and Delaware Canal with the Albemarle and Chesapeake Canal
- 10]** A busy shipping channel runs the length of the bay, serving as an important transit route for vessels accessing the Port of Baltimore



PORT ENVIRONMENTAL SUMMARY

(Continued from pg. 26)

previously installed stormwater structures to treat several of its impervious surfaces, a significant amount still remains that needs to be treated or rehabilitated to meet the 20 percent goal.

The treatment plan, starting in 2014-2015, includes the installation of three underground stormwater treatment vaults at the Dundalk Marine Terminal, which will address conditions along approximately nine acres of impervious surfaces. These vaults will capture sediment, nutrients, oil and trash from stormwater runoff, thus preventing these pollutants from entering the waterways.


Additionally in 2014-2015, the MPA will rehabilitate five existing stormwater filtering systems; these systems collect and temporarily store the stormwater and pass it through the filtering media. Approximately 13 acres will be impacted with the removal of nutrients and sediments.

The MPA is also evaluating and piloting emerging treatment technologies, such as floating treatment wetlands and an algae turf scrubber. These technologies are currently under review by the Chesapeake Bay Program to determine their effectiveness for TMDL reduction.

The MPA is constantly looking at new stormwater technologies, their efficiency and cost effectiveness for treatment of impervious surfaces, said Jamie Smith, Environmental Specialist for Maryland Environmental Service.

Another exciting project involves tree planting and reforestation at the closed Hawkins Point Dredged Material Containment Facility. With a Maryland Department of Natural Resources Natural Filters Grant, the MPA will plant 1,500 trees across 15 acres, an initiative that will qualify for 10 acres of impervious surface treatment. This will re-create forested habitat along the shoreline of the Patapsco River.

Such projects are all steps in meeting the goal of 20 percent treatment of the MPA's impervious surfaces. Bill Richardson, the MPA's Environmental Manager, is currently developing a five-year plan that identifies future projects that enable the MPA to meet its goal. Richardson indicated that all departments within the MPA and its tenants are involved and committed to the goal, and he is confident that the plan will succeed. →



Made from recycled materials, floating wetlands contain planting holes that, once filled, create an island ecosystem.

Trees being planted to re-create forested habitat along the shoreline of the Patapsco River.

1,500

Innovative Reuse of Dredged Material Being Explored

The Maryland Port Administration (MPA) is reviewing ideas from the private sector about how to convert material from the Cox Creek Dredged Material Containment Facility into a lightweight aggregate used in masonry blocks, concrete, hot-mix asphalt and geotechnical fill.

The development of a public-private partnership (P3) could be part of a long-term strategy to maintain Baltimore Harbor shipping lanes by increasing dredged material placement capacity while also creating an environmentally friendly construction product.

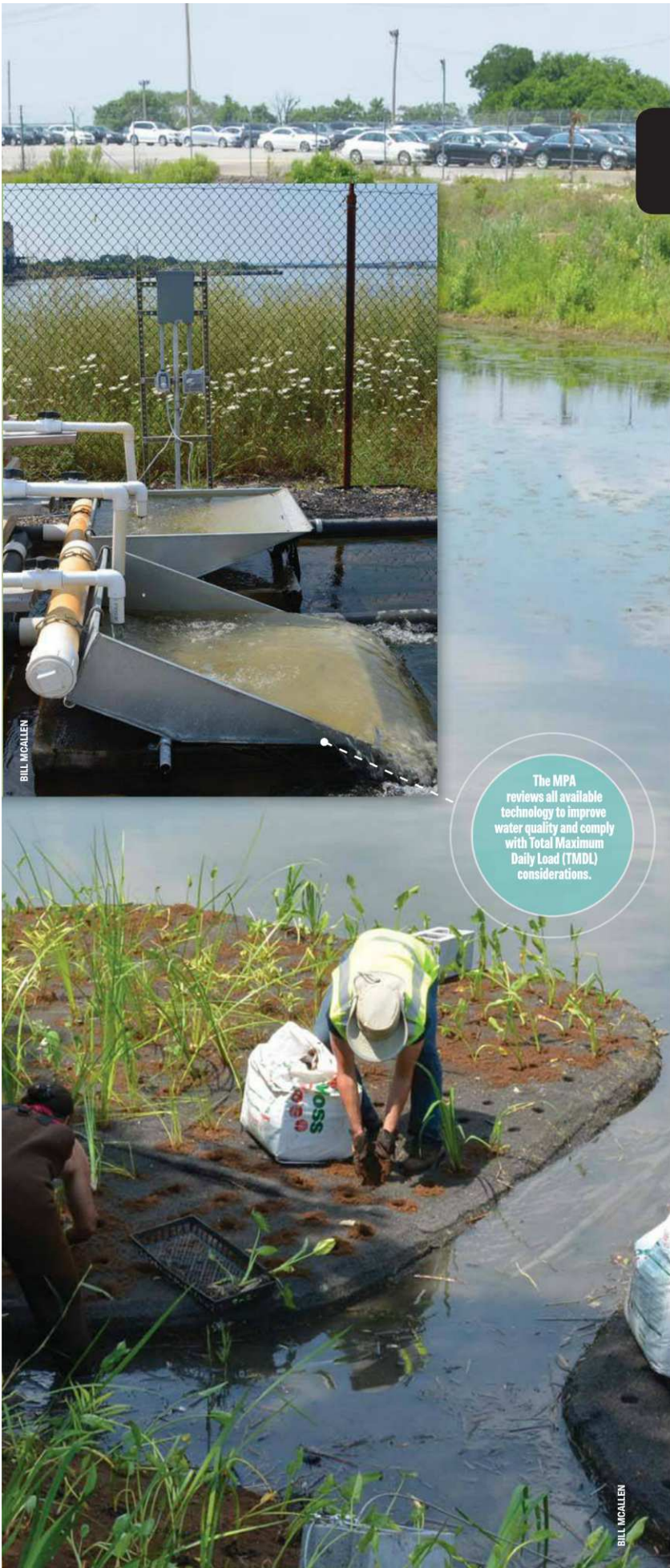
The Port of Baltimore, which has a 50-foot-deep shipping channel, is currently one of only two ports on the U.S. East Coast able to handle large super-post-Panamax ships. To maintain these shipping channels, about 1.5 million cubic yards of material must be dredged from the Baltimore Harbor annually.

MPA Executive Director James J. White said the long-term challenge facing all ports is finding space to place dredged material, and that the MPA is taking an original approach by exploring options with the private sector to potentially increase dredged material placement capacity while also determining if there is a cost-effective and competitive marketplace for the resulting construction product.

"Dredging is the lifeline of the Port of Baltimore," White said. "This process would provide relief to the dwindling capacity at current sites like Cox Creek."

The MPA, which successfully completed a demonstration project in 2012 by converting dredged material into a lightweight aggregate, is targeting late winter of this year for a decision regarding next steps for a potential P3 solicitation process. ■

The MPA reviews all available technology to improve water quality and comply with Total Maximum Daily Load (TMDL) considerations.



Top-Notch Efforts

Seagirt's New Top Loaders are Part of Ports America Chesapeake's Continued Commitment

Ports America Chesapeake has an environmental track record at the Port of Baltimore that just keeps getting more impressive.

The terminal operator was the first company at the Port to demo the Tier 4 (i) Hyster top loader in mid-2012. The results were so positive that the company decided to buy three of them later that year. Then, in 2013, Ports America added three more loaders and the original demo unit to its fleet.

"Since the demo in 2012, we have purchased a total of seven Tier 4 (i) top loaders, and, at the end of 2013, we also purchased two 9,000-pound-capacity Hyster forklifts with Tier 4 Final engines," said Patrick Howell, Ports America Chesapeake's Crane and Engineering Manager.

Howell said Hyster presented Ports America Chesapeake with information when the company first purchased the top loaders showing that they would result in a significant reduction in emissions over Tier 3 engines. Using Hyster's reduction estimates, over the expected life of the machine (20,000 hours), Ports America Chesapeake will be reducing the effective emissions by the following:


- **CO₂ (carbon dioxide) reductions** of 396 tons — 2,772 tons for all seven machines
- **PM (fine particulate matter) reductions** of 2,326 pounds — 16,282 pounds for all seven machines
- **NO_x (mono-nitrogen oxide) reductions** of 31,584 pounds — 221,088 pounds for all seven machines

The Hyster purchases are just part of Ports America Chesapeake's commitment to the environment and the Port of Baltimore.

In 2009, the company signed a 50-year lease with the Maryland Port Administration to operate Seagirt Marine Terminal. The company agreed to invest \$500 million in the project and provide \$140 million to the state fund for highway, bridge and tunnel projects near the Port.

In June 2012, Seagirt received four new all-electric, high-efficiency, super-post-Panamax gantry cranes that can reach 22 containers across. The existing seven cranes at Berths 1-3 were modified to reach 18 containers across, and they can trolley to a new berth that became fully operational in January 2013.

The 1,200-linear-foot Berth 4, which has a 50-foot-draft, can handle 14,000 TEU vessels.

From August 2012 to August 2013, Seagirt had a 5.8 percent increase in business and successfully executed more than \$142 million in equipment upgrades and environmental initiatives. Annual volume is 630,000 TEU and current vessel container production is 37 net moves per hour, one of the highest on the U.S. East Coast. 

Electric cranes are one facet of more than \$142 million in equipment upgrades and environmental initiatives recently undertaken at Seagirt.



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Carnival Coming Back

With Environmental and Commercial Enhancements,
Carnival Pride to Continue Cruising Out of Baltimore

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quipped with additional entertainment options and new ship-generated air emission reduction technologies, Carnival Cruise Lines will resume seven-day, year-round cruises onboard the *Carnival Pride* from the Port of Baltimore in March 2015. The decision by the world's largest cruise line to return to Baltimore after a five-month break ensures that \$90 million in annual economic benefits and jobs remain in Maryland.



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"Baltimore is a convenient mid-Atlantic embarkation point for 'Fun Ship' cruising, and we're pleased to resume these attractive year-round departures which offer our guests an opportunity to visit a variety of beautiful, tropical destinations," said Gerry Cahill, Carnival's President and CEO. "We would like to extend our thanks to officials from the Port and the state of Maryland for their outstanding support in our efforts to resume year-round cruising from Baltimore."

The Carnival *Pride* has been based in Baltimore since it initiated the Port's year-round cruising schedule in 2009. The 2,124-passenger vessel will remain at the Port through October 2014 and then will be drydocked and retrofitted with exhaust gas-cleaning "scrubbers" that are designed to reduce air emissions.

The U.S. Environmental Protection Agency and U.S. Coast Guard approved Carnival's emission-reduction plan in September 2013.


Governor Martin O'Malley and Lt. Governor Anthony G. Brown welcomed Carnival's environmental improvements. "Our Administration, along with our Congressional Delegation, has a proven track record of advocating for a strong, healthy environment and fighting for high-quality jobs for Maryland families," Governor O'Malley said. "I'm pleased Carnival and the Environmental Protection Agency and Coast Guard have agreed on a plan that will keep family-supporting jobs in Maryland and allow a greener Carnival *Pride* to return to this thriving cruise market."

The cruise ship will also come back to Maryland with a host of new dining, bar and entertainment options. These include a sports and video game lovers' bar; an outdoor tequila bar; a water park featuring the steepest and fastest water slide at sea; a burger joint developed by Food Network personality Guy Fieri; and a full-service sushi restaurant.

The cruise line expects to offer two itineraries out of Baltimore after the Carnival *Pride* returns on March 29, 2015. The first will feature stops in Grand Turk; Freeport, Bahamas; and the private Bahamian island of Half Moon Cay. The second will go to Port Canaveral, Fla.; and Nassau and Freeport in the Bahamas.

According to the Maryland Port Administration (MPA), 500 jobs are

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generated by cruise activity in Maryland, including 220 direct jobs at the Port. Additionally, Maryland benefits from \$90 million in economic activity generated by factors related to cruise passengers, including local spending on lodging, dining and entertainment.

MPA Executive Director James J. White said the return of Carnival further establishes Baltimore as "one of the top cruise

ports in the U.S." He added, "Whether we are talking about welcoming back Carnival Cruise lines, forging public-private partnerships or expanding cargo operations, the O'Malley-Brown Administration and the Congressional Delegation have ensured the Port of Baltimore has what it needs to attract business, create jobs and become one of our nation's greatest and most diverse seaports." 🌐

Cruise Ship Reducing Air Emissions

When the Carnival *Pride* returns to the Port of Baltimore next year after a brief hiatus, the cruise ship will be sporting enhanced technology that meets new federal air-quality guidelines by reducing emissions. The new standards were set by the International Maritime Organization and require that ocean-going vessels traveling in an Emission Control Area (ECA) must either use an ultra-low sulfur diesel fuel or have equipment such as scrubbers installed to clean the fuel exhaust before it is emitted into the air. In the United States and Canada, the ECA encompasses all waters within 200 miles of the coast.

Carnival Corp. is investing more than \$180 million in new technology to clean fuel exhaust on nearly a third of its fleet, including the Carnival *Pride*.



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 PORT SHIP REPAIR

STORY & PHOTOGRAPHY
BY KATHY BERGREN SMITH

YARD WORK



An ultra-high-pressure water blaster is used at the General Ship Repair drydock to remove paint in a more environmentally friendly manner.

General Ship Repair Even More Environmentally Sustainable with New Drydock

Twenty-nine-year-old Charles Frederick Lynch, III goes by "Chaz" in the shipyard at The General Ship Repair Corporation, where he is a foreman. Chaz and his 24-year-old brother Ryan, who also works at the yard between voyages as a merchant mariner, represent the fourth generation of the Lynch family running the 90-year-old shipyard.

Chaz joined the family business six years ago after a tour of duty with the U.S. Coast Guard. And like his brother, who studied Marine Engineering at the U.S. Merchant Marine Academy, he is committed to sustaining the last full-service shipyard in the Port of Baltimore. As Chaz puts it, "I am not going anywhere."

Chaz and Ryan's father, Derick, the

current President of General Ship Repair, is not surprised: "My brothers Cary and Michael and myself never really considered working anywhere else, this is where we grew up." Derick remembers catching a bus to the shipyard the summer he was 10 and helping the secretary.

While looking toward the future, the three Lynch brothers have made significant infrastructure improvements at General Ship Repair's Key Highway location. "As we prepare to pass the baton to the next generation, we realize we have a larger responsibility, not just to our family and employees but to our community to create

a safe and environmentally sustainable shipyard," Derick said.

A new 325-foot bulkhead, built of steel sheet piles, captures runoff from the impervious surfaces on the property. In addition, a grant from the Small Shipyard Grant Program of the Maritime Administration has assisted General Ship Repair in building a new drydock for the yard. This state-of-the-art dock can capture 100 percent of the waste water created by water blasting and painting projects.

"We are very proud that we were able to provide good, blue-collar jobs and build the drydock right here in our yard and have

The General Ship Repair Corporation AT A GLANCE

- Drydock and wet-berth services off of Key Highway
- Family owned and operated since 1924
- Providing around-the-clock service anywhere in the Port, with mobile and floating equipment
- Baltimore Metal Works, an operating division of The General Ship Repair Corporation, offers metal fabrication and machine shop and pipe shop work

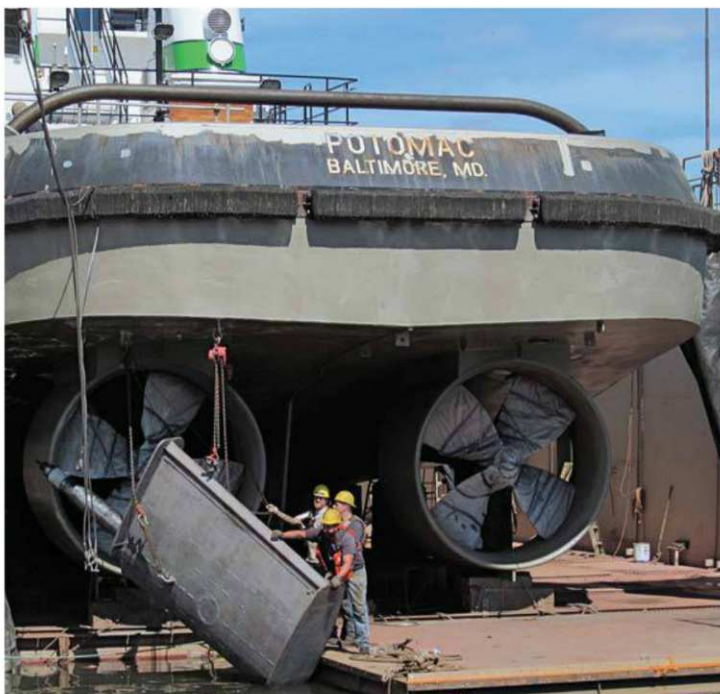
For a look at The General Ship Repair Corporation more than a half-century ago, see the Port View on page 44.



Left: Supervisors Larry Bal and Ed Shaffer on the drydock.

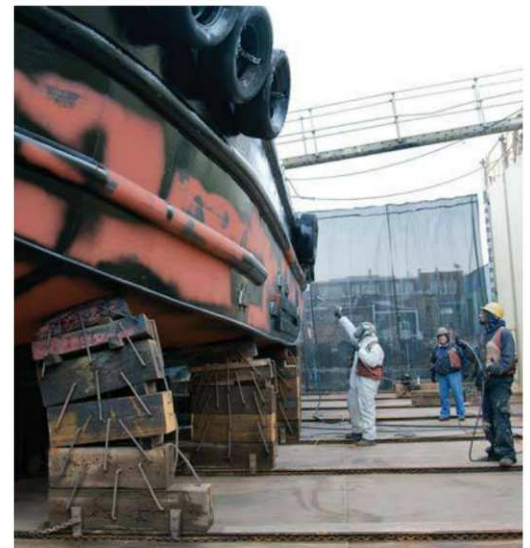
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A.R. JORDAN

Above: General Ship Repair's Lynch family connections include, from left, Mike, Ryan, Cary, "Chaz" and Derick. The company has made significant infrastructure improvements at its Key Highway location.



it in service two years ahead of new federal and state regulations pertaining to surface water," said Cary.

The new drydock measures 114 feet by 75 feet and allows repairs on multiple vessels simultaneously when paired with the original dock. The drydocks are built to accommodate tugboats, passenger vessels and the myriad of other vessels that keep the Port working. These steel vessels require routine maintenance that includes removing old paint and recoating them to protect them from rust. When a tug arrives for this "shave and a haircut," paint is removed with an ultra-high-pressure water blaster.

"We are very cognizant of our location here, and how it has changed since our grandfather started the business," said Mike Lynch. Key Highway was once the center of ship repair in the Port. Today, condos, restaurants and offices line the harbor. "We do no sandblasting on the drydocks at all."

In addition to the drydocks, the shipyard has a machine shop capable of repairing the tail shaft of a large tugboat. There is also a fabrication shop that can quickly produce a replacement part for a ship.

Even though today's ships are far too large to come to the Inner Harbor shipyard, the yard goes to the ships, performing "downriver" ship repair, sending skilled workers to make repairs so the customer can get right back to work.

"Recently, we were called to replace an 18-inch sea valve on a ship with a tight schedule," said Derick. "We had divers down to secure the sea chest. Our team arrived only to find the spare valve on the ship was inoperable, so we found a new valve, picked it up in Richmond and, within the space of hours instead of days, the ship was underway again."

Derick added, "Everyone who works here takes pride in being able to keep the vessels moving." He noted that the front-line supervisors meet with the Lynch brothers each morning at 7 a.m. to plan the day. This team has worked together for many years and the meetings reflect the General Ship culture.

On this day, dock master Rick Rappold is training a young naval architect in the safe method to operate the drydock so that a vessel can be floated onto it.

"We are committed to serving the Port's needs for ship repair in a safe and sustainable manner," said Cary. 🌐

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In Service for the Environment

Richard Foxx and the MES Team Keep on Their Toes at Marine Terminals

The Maryland Environmental Service (MES) team can be found at the Dundalk Marine Terminal performing a variety of tasks for the Maryland Port Administration (MPA) and its contractors and tenants.

The crew's main responsibilities include soil and groundwater waste management, vegetation control, stormwater conveyance structure inspection and maintenance, sampling and monitoring of groundwater and stormwater, and oversight of contractors' projects.

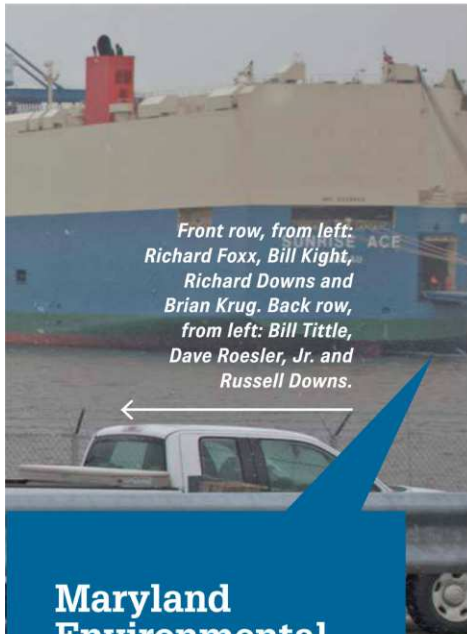
"I am impressed with the service, commitment and quality of work that is provided to the MPA by the Maryland Environmental Service crew," said Barbara

McMahon, Manager, MPA Safety, Environment & Risk Management.

The crew members, who also service other MPA marine terminals and facilities, collectively have more than 100 years of experience performing this type of work. In addition, each member receives annual job-related training, which includes proper handling of hazardous waste, safe entry into confined spaces, response to oil spills, working safely on a marine terminal, and operating heavy equipment (at least two members of the team have Commercial Driver's Licenses).

Staying on top of rules and requirements through ongoing training ensures that the team performs its

BY MERRILL WITTY | PHOTOGRAPHY BY KATHY BERGREN SMITH



Front row, from left:
Richard Foxx, Bill Kight,
Richard Downs and
Brian Krug. Back row,
from left: Bill Tittle,
Dave Roesler, Jr. and
Russell Downs.

Maryland Environmental Service AT A GLANCE

- Founded in 1970
- Located in Millersville, Md.
- Self-supporting, independent State agency
- Focus is on solving the region's environmental challenges and preserving its natural resources
- Projects include: water and wastewater treatment, solid waste management, composting, recycling, dredged material management, hazardous materials cleanup, stormwater services and renewable energy
- Provides services to government bodies as well as the private sector

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tasks safely and efficiently.

The crew is managed by Richard Foxx, who, since graduating from the Rochester Institute of Technology, has spent his entire professional life in this line of work. The highlight of that career, he noted, was the assistance he was able to provide during cleanup efforts following the 2010 BP oil spill in the Gulf of Mexico. "Although it was challenging, it was very rewarding," he said.

Most recently, Foxx received the designation of Certified Hazardous Materials Manager, a voluntary certification offered by the Institute of Hazardous Materials Management, which recognizes professionals who have demonstrated a high level of knowledge, expertise and excellence in that line of work.

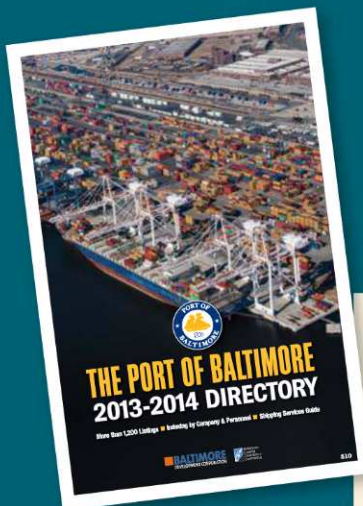
Having interacted closely with Foxx and his crew, MPA Environmental Manager Bill Richardson credits them with helping the MPA to achieve many of its environmental goals.

Foxx works with six different sub-contractors under contract to both the MES and MPA for Site Service Work and Hazardous/Non-Hazardous Waste Disposal. He likes the fast pace and turn-on-a-dime aspect of his job. "An average day can change quickly, as this is an active marine terminal," he explained. "There could be a water main break that we need to get a vacuum truck for, or provide roll-off boxes for the storage of waste soils associated with an excavation to repair the break."

He added, "Things change very rapidly and we have to be very flexible. ... It keeps you on your toes; you have to think and be able to react and change people from a task they may be on to what now takes precedence."

As MES Director James M. Harkins noted, "Having well-trained staff on site, working for the MPA, allows us to be on the spot for both routine and emergency tasks. We can communicate constantly regarding task assignments, which is more efficient and responsive."

Harkins added that the MPA and MES have a working relationship that has spanned more than 30 years. "Our mission is to protect and enhance the environment; the Port's projects are all along Maryland's waters," he said. "Every time our employees help the Port meet an environmental goal, we are protecting vital natural resources for the citizens of Maryland." 🌐



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NYK Metis Leader Unloads at Dundalk

NYK Line (North America) Inc.'s *Metis Leader*, launched in July 2013, unloaded 1,700 units at the Dundalk Marine Terminal during its first trip to Baltimore. With a cargo capacity of 5,141 standard car units, the vessel measures 199.97 meters long by 32.26 meters wide and flies the flag of Panama.

Agent: Inchcape Shipping Services

Stevedore: Ceres Marine Terminals

From left, NYK's Ray Harmer and Scott Senko, MPA's Lawrence Johnson, Capt. Nicanor V. Alcala, Inchcape's Matthew Lyneis and Clint Maguire of Ceres.



Dione Leader Makes First Trip to Port

The M/V *Dione Leader*, a pure car truck carrier sailing for NYK Line (North America) Inc., arrived at the Port of Baltimore in January to unload 1,810 units. Flying the flag of Panama, the *Dione Leader* is 199.94 meters long and 32.26 meters wide and has a cargo capacity of 5,374 units.

Agent: Inchcape Shipping Services

Stevedore: Ceres Marine Terminals

From left, Clint Maguire of Ceres, Matthew Lyneis of Inchcape, MPA's Lawrence Johnson, Capt. Deogracias L. Chan, and NYK's Scott Senko and Ray Harmer.





COURTESY OF GENERAL SHIP REPAIR

STORY BY KATHY BERGREN SMITH

Vital Service for Victory Ships

Pulled from the archives of The General Ship Repair Corporation, this photo shows the pier at the Key Highway shipyard busy with ships in the early 1950s. The ships include the Liberty ship *Stephen A. Douglas* and other Victory ships that had been converted to merchant service after World War II.

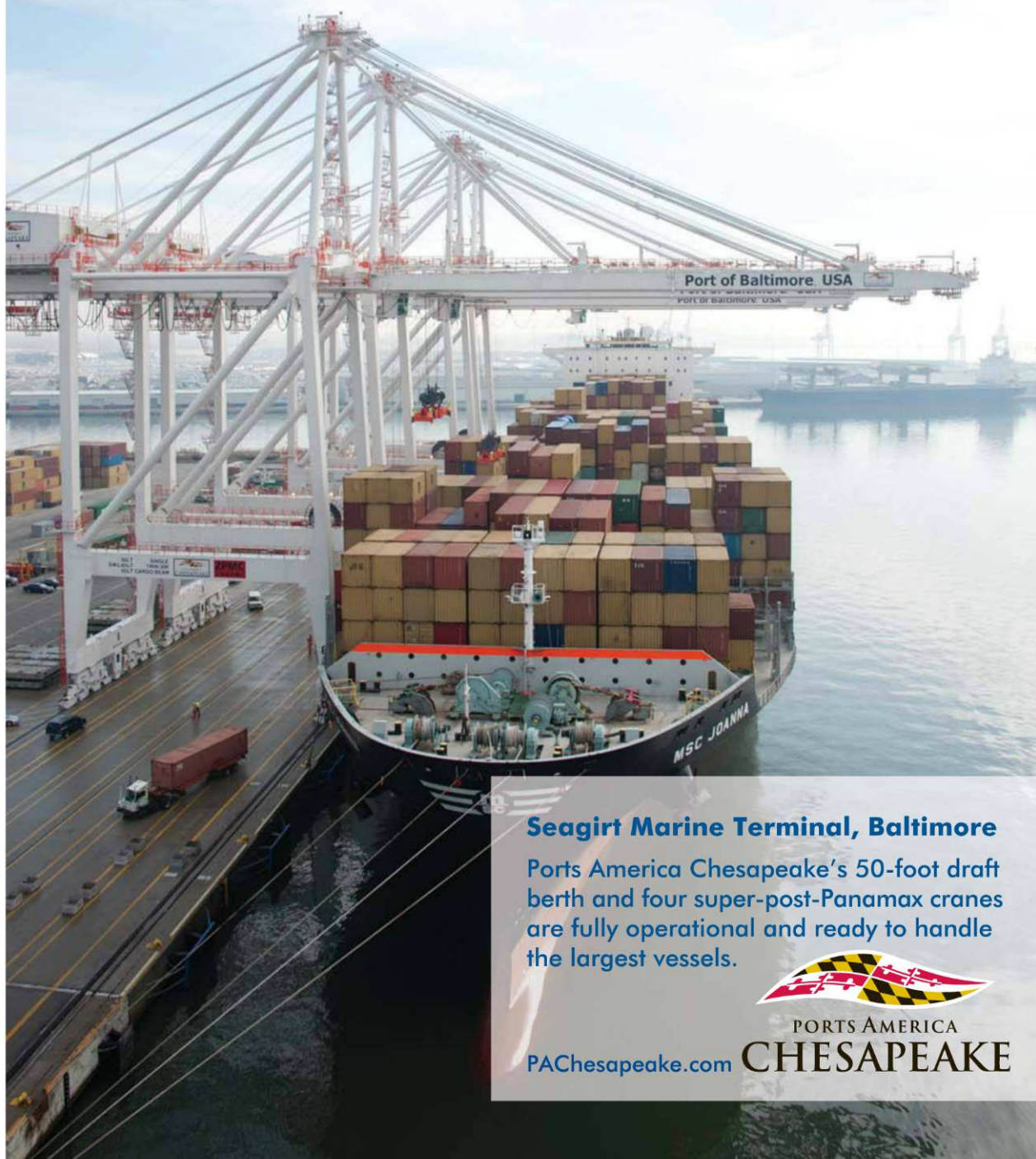
The General Ship Repair Corporation was just one of many repair yards that lined Key Highway in the Inner Harbor. Today, it is the only such facility in Baltimore.

The yard acquired a drydock in the 1970s and began working on tugs that service the harbor while maintaining a mobile repair service for ships.



For more information about
The General Ship Repair Corporation,
SEE PAGE 36.

New 50-Ft. MLW Wharf and Super-Post-Panamax Cranes in Full Operation



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